

ROYAL DIVISION
...
ROYAL DIVISION,
6, 7 and 8, Strand, W.
GOS THE KING.

Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

CATLE
6 SPEED PORTABLE
MOTORS.
Magneto and Battery
Ignition Combined.
The very latest in Portable
Motors.
ALEX. ROSS & Co.,
Machinery Office,
4, Des Vaux Road Central.

No. 85. 號五十八百九千七第 日六十二月一十年卯乙 HONGKONG, SATURDAY, JANUARY 1st, 1916. 六拜禮 號一月正年五國民華中 PRIOR, \$3 PER MONTH.

THOMAS MAILS.

ARRIVE.

Jan. 2nd. French mail, per s.s. nos.

DEPART.

Jan. 4th. Philippine Islands, Japan via

Jan. 4th. Siberia, at 3 p.m.

Jan. 9th. United States, South America,

Jan. 11th. Hongkong, Saigon, Straits,

Jan. 11th. Hongkong, Ceylon, Adelaide,

Jan. 11th. Hongkong, India,

Jan. 11th. Hongkong, Europe, at

N.B.—For returns and for Mails to

and the Const. Ports, Manila,

Singapore, see the Post Office Notice

TIMATIONS

GREEN AND COMPANY POUND ORMENT.

Casks 375 lbs. net.

Bags 250 lbs. net.

HEWAN, TOMES & Co.,

General Managers.

Manila, December, 1914

[724]

PRAMWAY COMPANY LIMITED.

TABLE.

WEEK DAYS.

1.40 a.m. to 5.15 p.m. Every 15 minutes.

1.40 a.m. to 5.15 p.m. Every 15 minutes.

1.40 a.m. to 5.15 p.m. Every 15 minutes.

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MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND DISTRICT CODES USED.

Holders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Condensers, Steam Engines, Steam Turbines, and Turbo-Alternators.

Patent Slip—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OUBA MARU," 716 tons and 15 knots.

Two Floating Cranes of 60 and 80 tons each, besides 180 tons Giant Crane.

Length on Keel Blocks ... 510 feet ... 714 feet.

Width of Entrance on bottom ... 77 ... 88.

Water on Blocks at Spring Tide ... 21 ... 24.

Max. Draft of Ship taken in ... 58 ... 68.

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The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

Length on Keel Blocks ... 510 feet ... 714 feet.

Width of Entrance on bottom ... 77 ... 88.

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Max. Draft of Ship taken in ... 58 ... 68.

FRENCH STORE, 13, QUEEN'S ROAD CENTRAL. Entrance next to ASTOR HOUSE.

NOTICE.

We regret to inform our Customers and the Public of Hongkong

that, owing to a series of unfortunate accidents, we have not yet received

our usual shipment of Xmas Goods, Sweets Toys, etc.

We have, however, just received from "COTY," the latest

PARIS CREATIONS IN PERFUMES.

These perfumers are encased in fancy boxes, nicely decorated and are

highly suitable for Christmas Presents.

The following is a list of Perfumes received:—

Essence L'ORIGAN.

OEILLETTE FRANCE.

IDYLLE.

LA ROSE JACQUEMINOT.

JASMIN DE CORSE.

SAVON DE CORSE.

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SAVON DE CORSE.

HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART.

Manager.

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KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,

Manager.

162

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE

HOTEL, most Central Location within

the Island of all the Principal Banks.

Notes:—

Accommodation in First, Second, and

European Superiority. Rooms, Cuisine under

Orchestra, excellent selection of Class String

to 11.30 p.m.

Special monthly terms for residents and

Shipping people.

For further particulars apply—

MANAGER.

Telephone 127.

Telegraphic address: "COMFORT."

163

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort, Health and Convenience. Telephone

in Every Room, prompt connection maintained

by six lines to Central.

Fifteen Minutes from Principal Landing

Stage. Moderate Tariff and Excellent Cuisine.

Roof Garden and Social Rooms. European

Runners meets Steamers.

P. O. PEUSTER,

Manager.

164

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL

is now OPENED under NEW

MANAGEMENT. The place has been

renovated throughout and entirely refurnished.

Situated on the Praia Grande facing the sea,

a cool breeze is enjoyed all the year round.

LARGE and COMFORTABLE DINING

ROOM facing the sea. Cuisine under

experienced supervision. Terms moderate.

For further particulars, apply to—

THE MANAGER,

Macau.

Tel. Add. "Phonix," Macau.

1st February, 1915.

165

THE

VICTORIA HOTEL.

CANTON.

Situated on the British Concession

Shameen,

The only European Hotel in

Canton.

Guides and Chairs provided.

Every information and special

attention given to Tourists.

Reasonable Rates.

Under the personal Management

of Mr. and Mrs. G. E. EYLES.

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Union Insurance Society of Canton
Limited
AND

China Traders Insurance Co.
Limited

Joint Assets over \$30,000,000

Marine, Fire and Typhoon
Insurance

Accepted at Current Rates

C. MONTAGUE EDE

General Manager

ALEX. ROSS & CO.

MACHINERY OFFICE

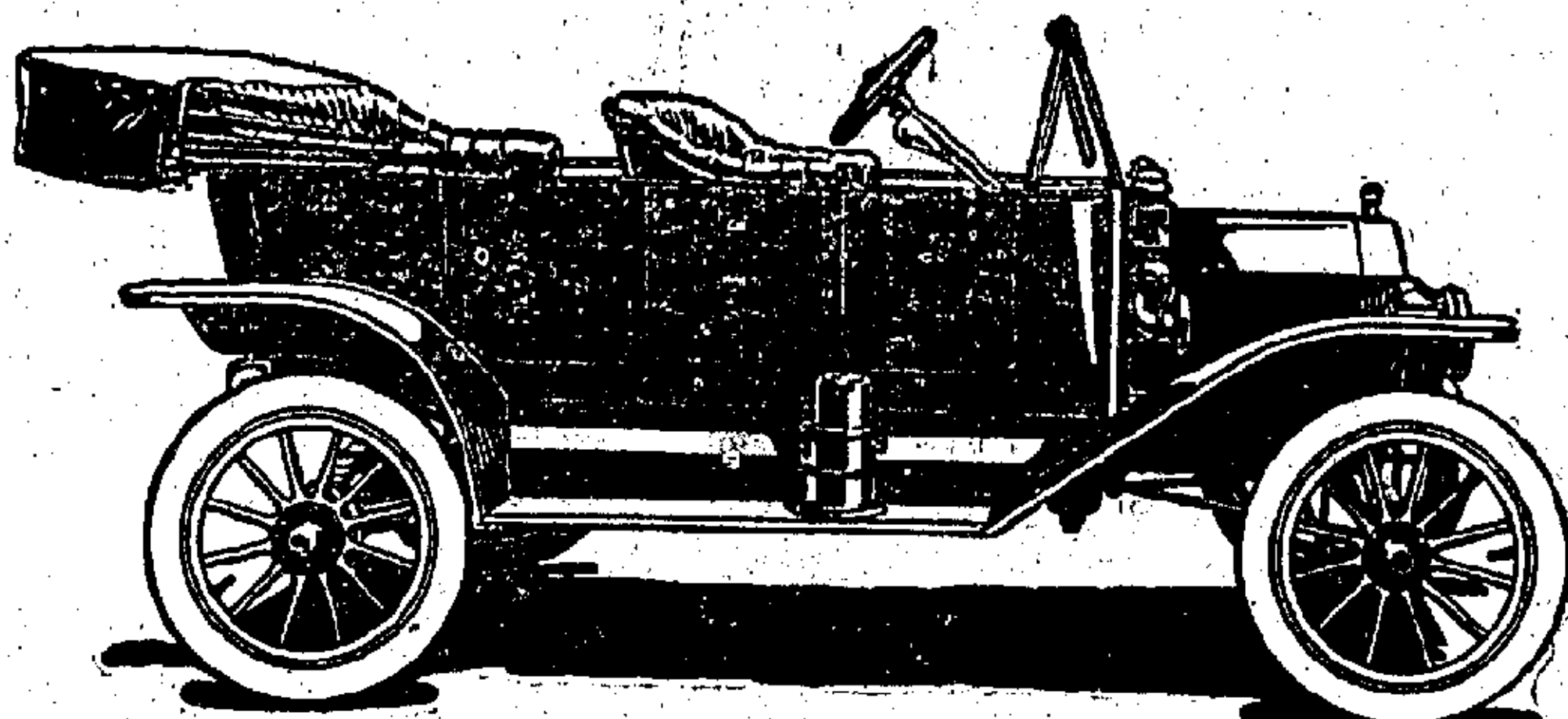
(4, Des Voeux Road Central—Telephone 27)

"EVERYTHING FOR MOTORING BY LAND AND SEA"

THE UNIVERSAL "FORD" MOTOR CAR

"Buy a FORD because it is a Better Car,
not because it is Cheaper."

All FORD Cars imported by us are made
in Canada and are British throughout.



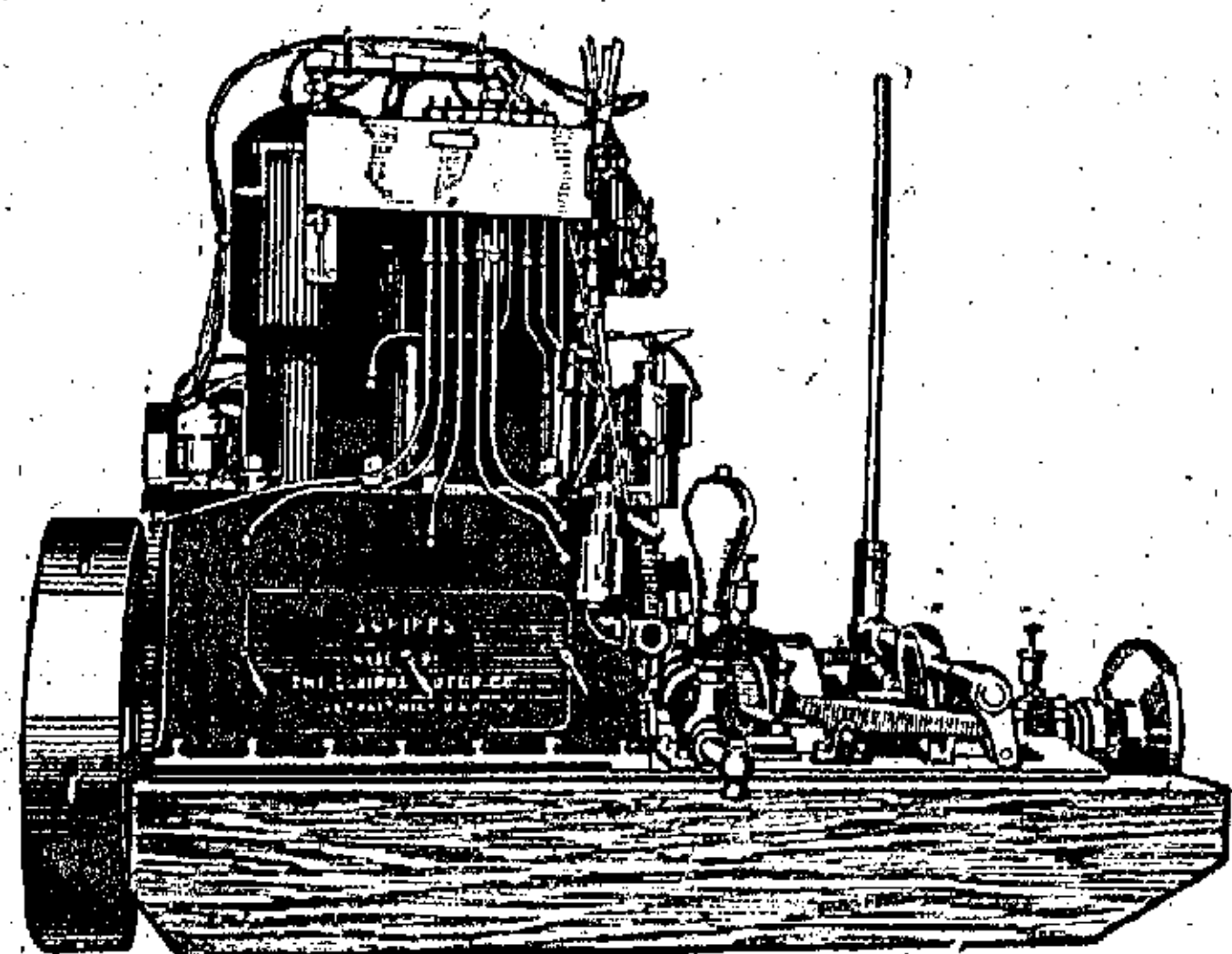
5 Seater "Ford" Touring Car.
Latest Model complete with Electric Lights \$1,700
Tuned up and ready for the road.
Driving Lesson Free. 5% discount for Cash.

The FORD is the most economical of all
Cars, both as regards petrol and tyres.

The FORD is the easiest of all Cars to
handle—three pedals and a hand-
brake—that's all.

"SCRIPPS"

"The Motor that crossed
the Atlantic"

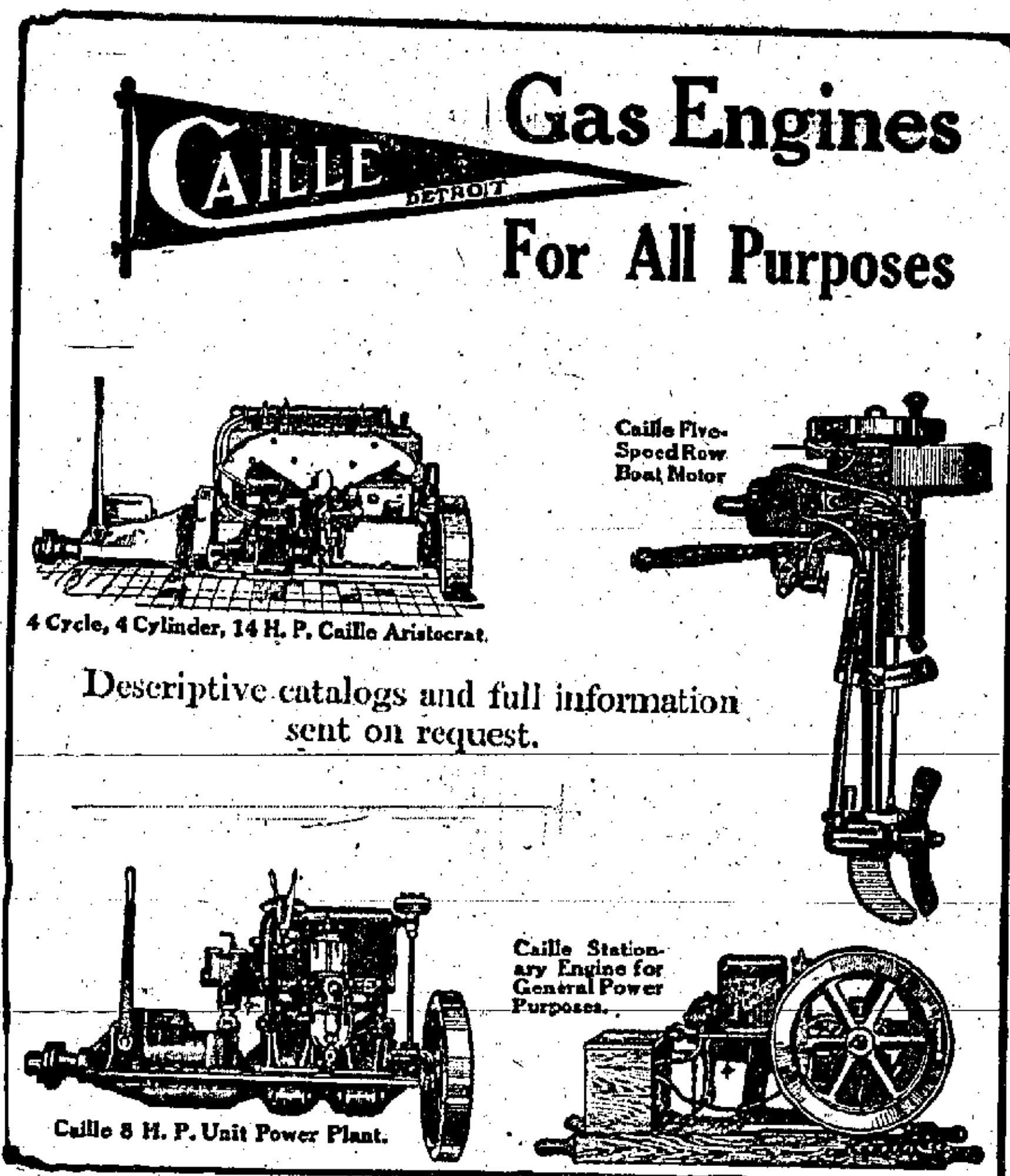
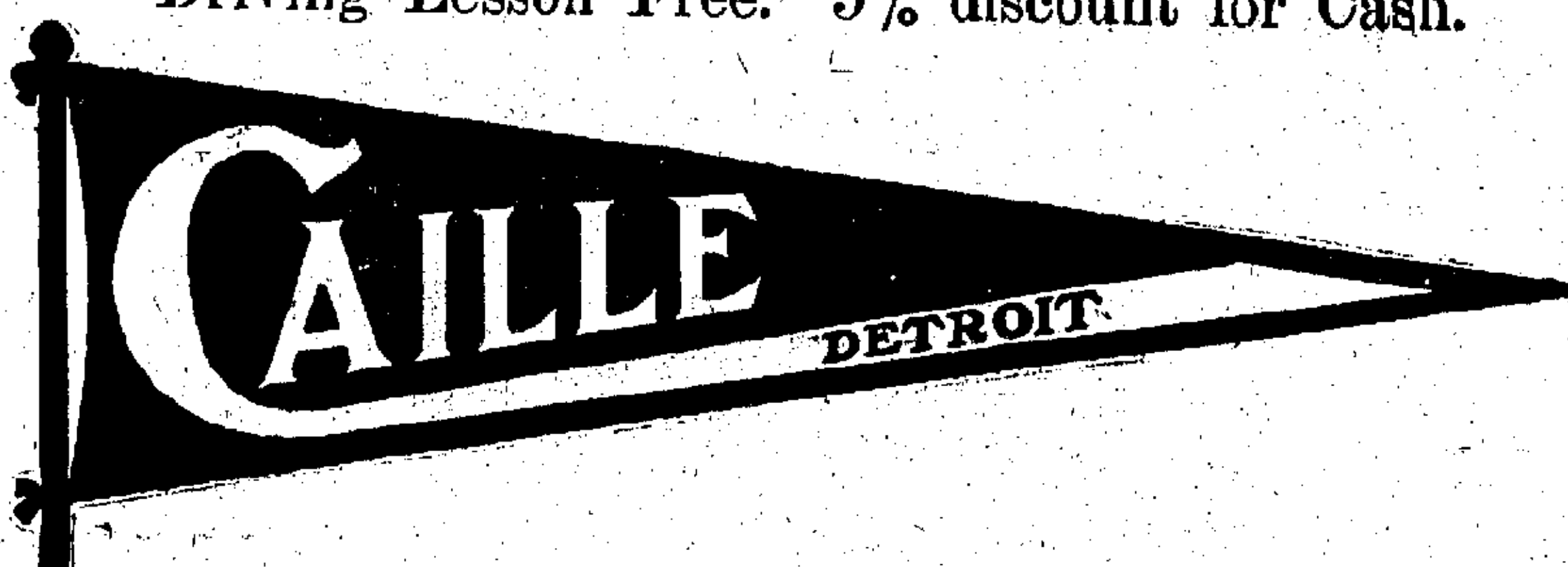


The wonderful 14 B.H.P. Scripps Marine Motor
which drove a 35-ft. boat 6,000 miles across
the Atlantic without a stop.

14 B.H.P. 2 CYLINDERS, price complete \$1,300

18 B.H.P. 4 CYLINDERS, price complete
with Electric starter.....\$2,000

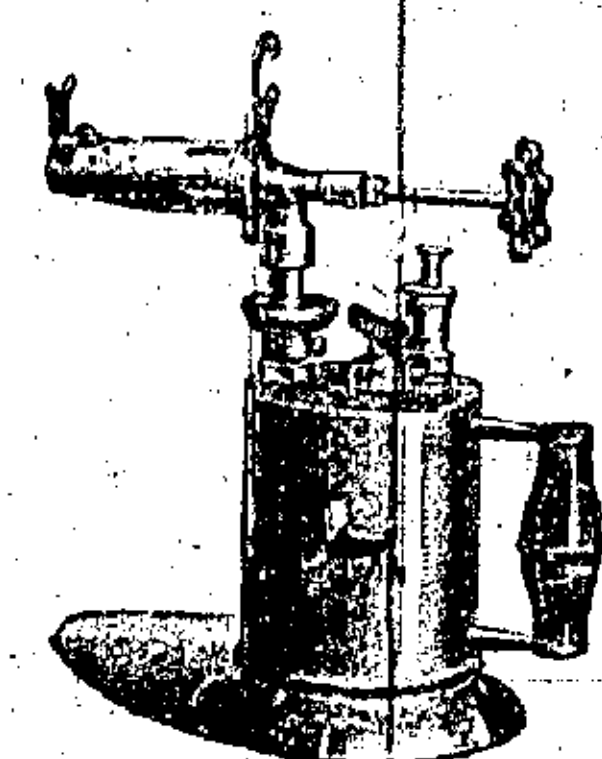
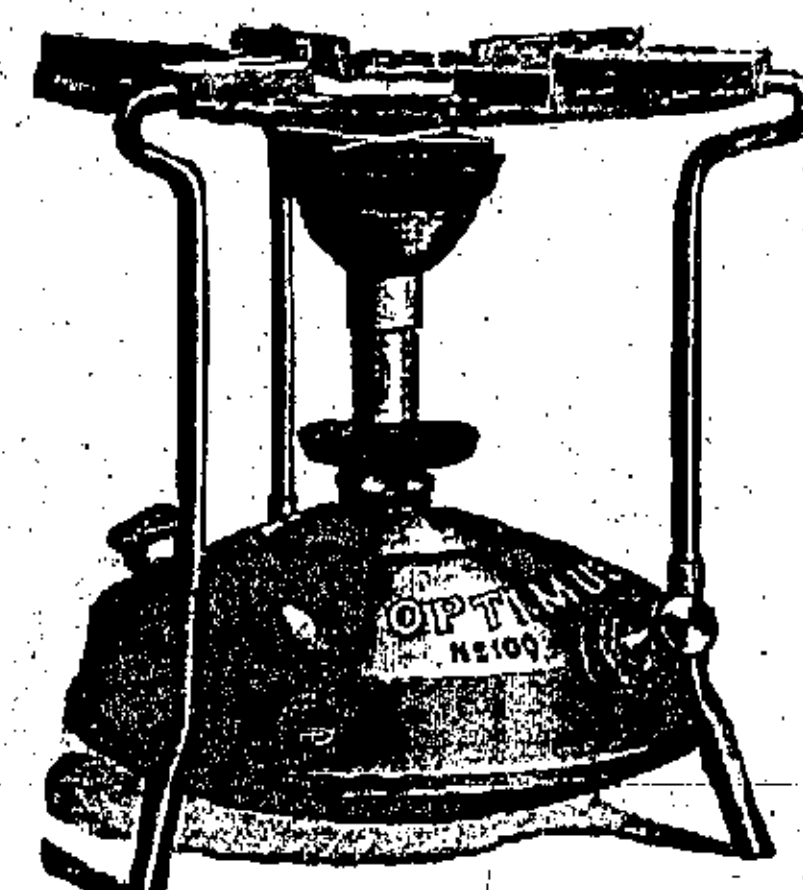
24 B.H.P. 6 CYLINDERS, price complete
with Electric starter\$2,800



Sole Agents for "Brooke," "Scripps" and
"Caille" Marine Motors.

"OPTIMUS"

STOVES AND BLOWLAMPS



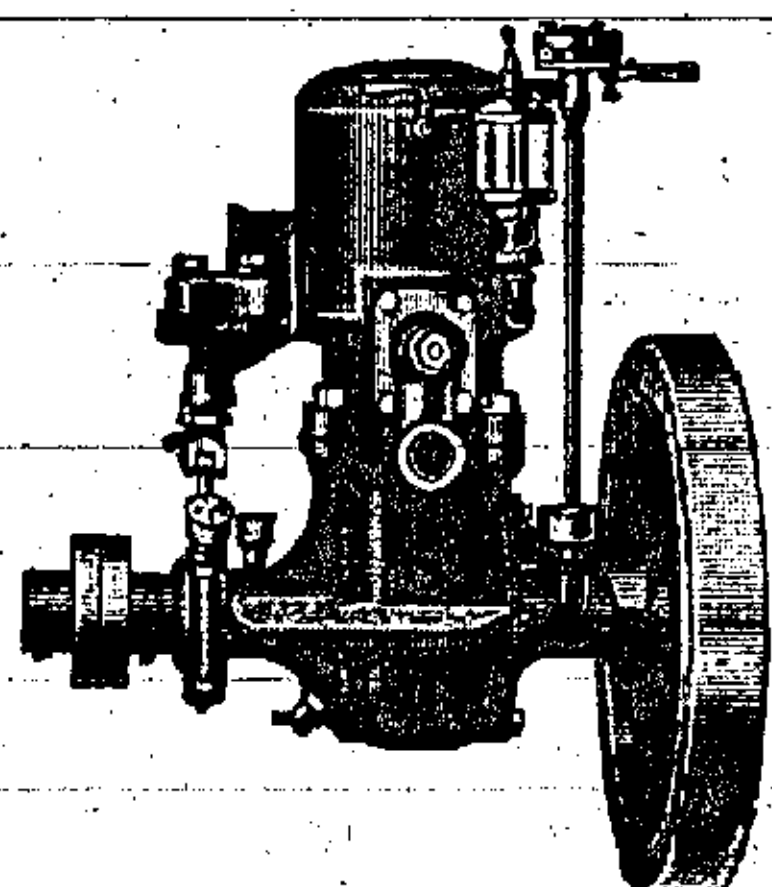
The Most economical
Stove on the market for
heating purposes.

These Stoves will be
found very useful for heating
water at a moment's notice.

We keep a large stock
of all varieties of Blowlamps.
Special discount to the trade.

Call and inspect our
stocks. Prices will be quoted
upon application.

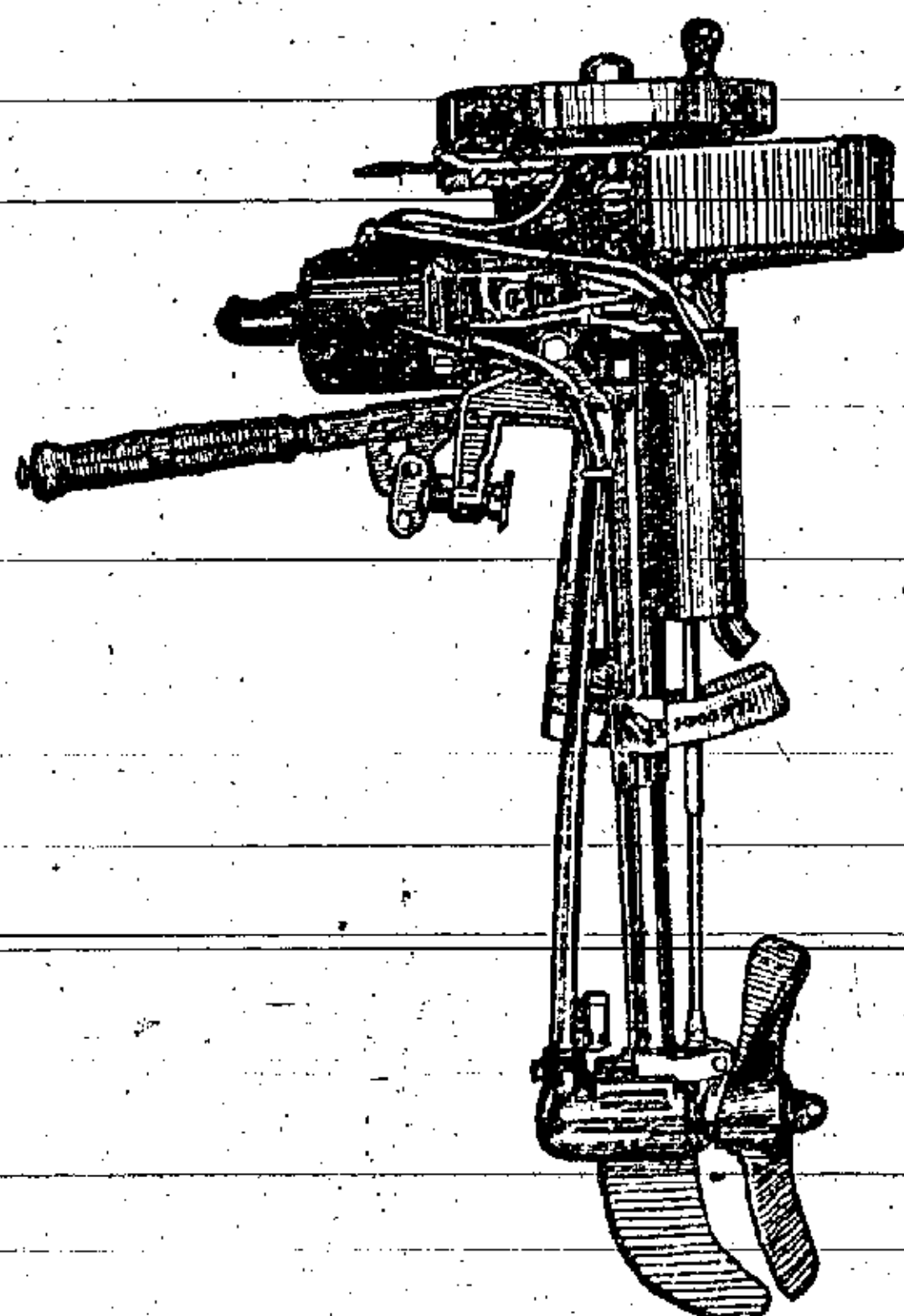
"CAILLE" MARINE MOTORS



The easiest of all Motors to run. The Caille Perfection
Motors—perfect in every detail.

2 1/2	H.P. complete with Batteries	\$250
4	do. Igniter	\$300
6	do. Igniter	\$400
8	do. Magneto	\$500

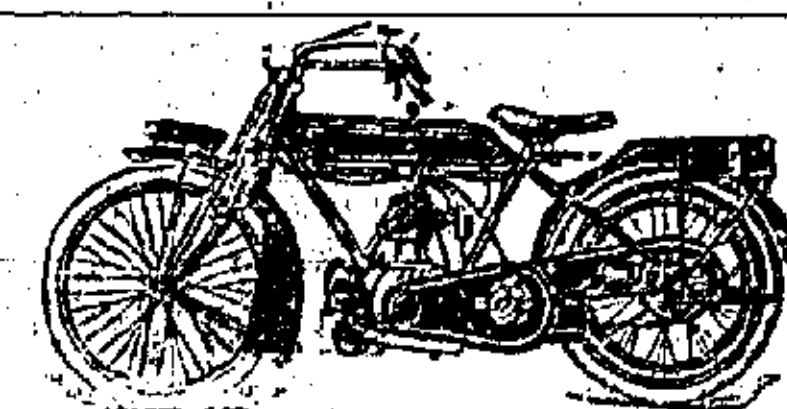
Our speciality:—16 ft. Motor Boat powered with 2 1/2 h.p.
Caille Perfection Motor, complete.....\$400 only.



The Very Latest in Portable Motors.

The Caille 5-Speed Motor with both Magneto and Battery
Ignition, complete.....\$250

MOTOR CYCLES



Sole Agents for the following well-known
Motor Cycles:—

"TRIUMPH" "PREMIER"
"WOLF" "INDIAN"

ALSO

"B.S.A." AND "TRIUMPH"

Pedal Cycles with 3-speed gears.

Call and inspect our stocks.

ADVERTISEMENT

NOTICE.

WE ARE HEREBY GIVEN that I, the undersigned, have entirely severed connection with Messrs. VIEIRA & Co. of 50 and 52, Queen's Road Central, as from 31st December, 1915.

JOSE MARIA VIEIRA.
Hongkong, 1st January, 1916. [1346]

NOTICE.

WE have This Day Opened a Branch Establishment in CANTON. Our former agent Mr. G. E. HUYGEN ceases to represent us.

W. A. HANNIBAL & Co.
Hongkong, 1st January, 1916. [1346]

NOTICE.

WE HEREBY GIVE NOTICE that we have taken Mr. EDGAR DAVIDSON into Partnership as from the 1st day of January, 1916. The Business will be carried on for the future under the same firm name as heretofore.

HASTINGS & HASTINGS,
Solicitors and Notaries,
8, Des Voeux Road Central.
Hongkong, 1st January, 1916. [1347]

NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by COLBOURNE LITTLE in Hongkong and by F. R. J. ADAMS and MARSHALL WOOD, (under the style of THOMAS, ADAMS & WOOD) in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.

The new firm's name will be LITTLE, ADAMS & WOOD, and the Business of the firm will be carried on at their Offices in Hongkong and Canton as heretofore.

COLBOURNE LITTLE, F.R.I.B.A.,
F. R. J. ADAMS, A.M.I.C.E.,
MARSHALL WOOD, A.R.I.B.A.
Hongkong, 1st January, 1916. [1348]

NOTICE OF REMOVAL.

WE have REMOVED our Office to No. 1A, CHATER ROAD (premises formerly occupied by Carlowitz & Co.)

J. M. ALVES & Co.
Hongkong, 31st December, 1915. [1349]

LOST.

A T Magazine Gap on the night of the 30th December, a BULL TERRIER DOG, all White. Reward.

A. H. SKELTON,
Care of LANE, CRAWFORD & Co.
Hongkong, 1st January, 1916. [1350]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business TO-DAY (SATURDAY), the 1st January, 1916.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 1st January, 1916. [1351]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transference of Public Business TO-DAY (SATURDAY), the 1st January, 1916.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 1st January, 1916. [1352]

BANKRUPTCY No. 63 of 1914.

Re CRUZ, BASTO & COMPANY, late of Prince's Building, Victoria, Hongkong, Merchants.

A THIRD DIVIDEND of 25 per cent. has been declared in the above matter. Notice is hereby given that the above-mentioned Dividend may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, on the 8th day of January, 1916, or on any subsequent date between 10 A.M. and 12 o'clock Noon.

Creditors applying for payment must produce any bills of exchange, promissory notes or other securities held by them and must sign a receipt in the prescribed form.

Dated this 31st day of December, 1915.
C. A. DA ROZA,
Trustee.
[1353]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE "NOVARRA."

Captain H. R. Heberington, R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, for Passengers and Cargo to the above Ports, in connection with the Co.'s s.s. "ARABIA," from Colombo, passengers' accommodation in which vessel is required before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Hongkong and transhipped to the s.s. "KARAKUM" due in London about the 26th Feb., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

R. V. D. PARR,
For Superintendant.
Hongkong, 1st January, 1916. [1]

NEW ADVERTISEMENTS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st January, 1916, will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:-

HONGKONG & SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, At Hongkong.
RUSSO-ASIATIC BANK, At Hongkong only.

YOKOHAMA SPECIE BANK, Ltd., At Tientsin and Shanghai only.
BANQUE BELGE POUR L'ETRANGER, At Tientsin and Shanghai only.

The Interest less Income Tax at 3s. and 6d. in the £, will be:-
On £20 Bonds, s. d.
Per Coupon (Gross) 12 0
Less Tax at 3/6d. in the £ 2 1 1/2

Net amount payable £ 10 4 1/2

On £100 Bonds, s. d.
Per Coupon (Gross) 3 0 0
Less Tax at 3/6d. in the £ 10 6

Net amount payable £2 9 6

On £500 Bonds, s. d.
Per Coupon (Gross) 15 0 0
Less Tax at 3/6d. in the £ 2 12 6

Net amount payable £12 7 6

Payment will be made in Tels at the Demand. By order of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, General Manager.

Hongkong, 1st January, 1916. [1343]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Third day of November, 1915, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WATSON FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1915, at either of the following places:-

In London:-At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.;

In China:-At the General Office of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:-

40 55 106 164 167 191

70 BONDS OF £100 EACH, NUMBERED:-

301 319 377 534 637 684

724 772 782 915 1025 1035

1054 1069 1119 1122 1144 1167

1260 1295 1410 1475 1559 1569

1630 1634 1672 1705 1835 1837

1928 1929 1986 2019 2093 2095

2091 2202 2237 2258 2331 2443

2452 2514 2573 2767 2890 2913

2927 2999 3007 3112 3125 3152

3155 3169 3174 3230 3242 3267

3259 3292 3302 3329 3338 3449

3500 3551 3634 3738

700 BONDS OF £20 EACH, NUMBERED:-

3778 3790 3840 4201 4210 4212

4227 4272 4380 4390 4409 4413

4477 4494 4713 4722 4778 4833

4815 4858 4977 4992 5018 5059

5058 5124 5165 5272 5285 5304

5384 5382 5374 5403 5560 5562

5581 5593 5705 5720 5795 5797

5899 5927 5938 5996 6085 6100

6143 6176 6250 6374 6404 6457

6620 6683 6719 6785 6787 6821

6877 7133 7189 7295 7356 7468

7517 7529 7530 7537 7567 7644

7667 7681 7718 7752 7781 7788

7801 7843 8040 8125 8183 8250

8313 8337 8339 8368 8369 8498

8559 8584 8673 8701 8734 8773

8861 8866 8978 8990 8997 9000

9035 9085 9105 9171 9218 9260

9236 9257 9273 9285 9450 9459

9513 9564 9704 9742 9808 9852

9859 10001 10108 10117 10272 10449

10503 10631 10643 10752 10764 11037

10838 10915 10943 10976 11018 11037

11056 11067 11099 11134 11259 11285

11317 11356 11396 11415 11422 11325

11625 11636 11651 11700 11762 11832

11842 11912 11934 11948 12277 12302

12332 12364 12413 12436 12549 12585

12587 12631 12685 12687 12705 12714

12765 12775 12778 12806 12810 12822

12856 12879 12880 12929 13048 13068

13082 13088 13095 13110 13203 13216

13245 13271 13321 13362 13362 13543

13575 13591 13593 14007 14043 14061

14156 14264 14372 14415 14490 14491

14584 14601 14637 14691 14738 14778

14780 14820 14830 14840 14873 14960

14978 15085 15091 15110 15148 15155

15178 15184 15204 15213 15251 15285

15475 15527 15544 15578 15645 15785

15802 15862 16039 16232 16304 16322

16351 16364 16377 16392 16418 16439

16466 16526 16597 16625 16641 16719

16742 16776 16866 16878 16979 17173

17240 17310 17345 17416 17488 17506

17523 17555 17648 17664 17680 17693

17738 17775 17819 17824 17878 17941

18023 18060 18081 18100 18126 18170

18258 18311 18398 18392 18374 18453

18577 18685 18787 18813 18868 18973

18883 18904 18978 19103 19120 19173

19127 19143 19195 19287 19302 19449

19478 19510 19525 19715 19765 19804

19812 19856 19884 19907 19988 20085

20055 20185 20188 20263 20292 20358

20388 20418 20531 20543 20545 20554

20669 20698 20699 20914 20926 21040

21079 21081 21126 21160 21165 21200

21210 21211 21239 21268 21378 21378

21402 21437 21481 21688 21684 22014

22021	22023	22034	22147	22196	22293
22312	22314	22331	22414	22451	22516
22519	22523	22534	22633	22717	22738
22705	22905	22911	22926	22955	23012
23119	23154	23155	23225	23245	23253
23269	23303	23356	23369	23469	23488
23500	23555	23573	23579	23607	23614
23650	23689	23686	23716	23732	23766
23810	23813	23805	23899	23913	23920
23952	24109	24321	24329	24350	24431
24451	24558	24719	24809	24847	24864
25102	25184	25209	25238	25245	25352
25489	25535	25604	25679	25702	25705
25722	25802	25852	25972	25974	25978
25991	26066	26160	26186	26299	26442
26471	26513	26525	26527	26676	26683
26719	26743	26847	26863	26931	26961
26995	27009	27014	27095	27134	27162
27211	27274	27409	27414	27418	27441
27478	27553	27570	27576	27616	27618
27614	27637	27615	27800	28001	28071
28148	28252	28318	28332	28562	28680
28691	28751	28755	28781	28789	28785
28962	29013	29027	29186	29202	29204
29335	29428	29433	29536	29554	29807
29842	29903	29938	30004	30019	30051
30077	30078	30088	30138	30167	30198
30345	30360	30363	30379	30394	30450
30619	30622	30641	30655	30704	30799
30797	30865	30897	31002	31110	31119
31139	31168	31185	31298	31453	31595
31624	31628	31796	31904	31918	31922
31970	32134	32251	32375	32380	32426
32544	32709	32735	32773	32808	32818
32828	32848	32855	32856	32915	32938
33109	33159	33226	33329	33348	33367
33414	33431	33457	33681	33763	33769
33839	33875	33899	33906	33942	33951
33977	33990	34012	34025	34065	34284
34321	34357	34432	34604	34647	34692
34996	34705	34810	34857	34933	35020
35021	35157	35163	35212	35285	35310
35356	35569	35579	35633	35637	35697
35737	35741	35840	35908	35914	35936
35940	35965	36010	36028	36093	36097
36101	36146	36211	36238	36267	36377
36328	36370	36399	36587	36595	36599
36631	36698	36759	36800	36851	36911
36928	37119	37242	37281	37462	37502
37490	37521	37555	37583	37621	37648
37678	37688	37711	37739	37782	37856
37897	37935	37955	38021	38118	38133
38282	38309	38498	38497	38505	38540
38568	38574	38566	38570	38608	38636
38662	38685	38691	38771	38972	38987
39042	39044	39059	39060	39065	39224
39299	39304	39319	39340		

THE WAR.

AUSTRIAN NAVAL RAID.

MERTS WITH DISASTER.

COMPULSORY SERVICE BILL.

IRELAND MAY BE EXEMPT.

ALLIES' NEW MOVE IN NEAR EAST.

RUSSIAN OFFENSIVE IN BUKOVINA.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

ALLIES' NEW MOVE.

OPERATIONS AGAINST TURKISH PORT.

ATHENS, December 30th.

The Greek Government has been informed that detachments of French troops have been landed on the island of Castelloriza in order to facilitate action by the Allies against Adalia. The Greek Government has protested.

Adalia is an important seaport in the Gulf of Adalia, Asia Minor. It is about midway between Smyrna and the island of Cyprus.

CAMPAIGN AGAINST EGYPT.

ATHENS, December 30th.

A number of Austrian officers have gone to Syria to participate in the campaign against Egypt.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BULGARIA'S ASPIRATIONS.

"MONASTIR WILL BE RETAINED."

AMSTERDAM, December 30th.

According to Sofia newspapers, at a meeting of Bulgarian parties, M. Radoslevoff, the Premier, declared that the Bulgarian frontiers would reach as far as the Bulgarian soldiers advanced. Monastir, too, would remain Bulgarian.

VON MACKENSEN CONFERS WITH FERDINAND.

AMSTERDAM, December 30th.

A telegram from Sofia says that General von Mackensen arrived on Wednesday and visited the German and Austrian Ministers. He was received by King Ferdinand and returned to Headquarters in the evening.

RUSSIANS BOMBARD FERDINAND'S PALACE.

ATHENS, December 30th.

A semi-official announcement says that a Russian Squadron bombarded the King's palace at Varna, and also Trake. The Fleet then sailed for an unknown destination.

GERMAN FORCES AT VARNA.

ATHENS, December 30th.

It is reported that important German forces from Serbia are concentrated at Varna.

BULGARIAN WAR CREDITS.

AMSTERDAM, December 30th.

A Sofia telegram says that the Bulgarian Parliament voted credits of £21,000,000, only a section of the Socialists abstaining from voting.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FAVOURABLE FRENCH OPERATIONS.

PARIS, December 30th.

To-day's communiqué says that minor operations have occurred which were favourable to the French. There was also good artillery work in Champagne, preventing the Germans from repairing their demolished trenches.

[THROUGH REUTER'S AGENCY.]

IMPERIAL GOVERNMENT'S DECISION WELCOMED.

MELBOURNE, December 30th.

The Commonwealth welcomes the Imperial Government's decision for National Service. It is believed that the news will have a very depressing effect on Great Britain's enemies, and will be most heartening to the Allies.

The newspapers applaud the decision as showing Great Britain's inveterate determination to prosecute the war to victory. They say that some of the Dominions will surely follow the Motherland's lead.

KING RETURNS TO LONDON.

LONDON, December 30th.

His Majesty the King has returned to London from Sandringham. His Majesty's return is believed to be earlier than expected, and is regarded as showing his wishes to be in closest touch with the Premier during a time of the utmost importance for the future of the war and the Empire. It is anticipated that a vital Cabinet meeting will be held to-morrow.

SCHEMES IN AMERICA.

NEW YORK, December 31st.

Monnett and Taylor and another of the accused who were apprehended in connection with charges of plotting on behalf of the Germans have been released on bail of \$1,000 sterling each.

THE CHARTERED BANK.

OPENING OF PEKING BRANCH.

LONDON, December 31st.

The officials gave a luncheon on the 29th inst. to celebrate the opening of the Peking branch of the Chartered Bank. The luncheon was attended by Sir John Jordan (British Minister), and a representative of President Yuan Shih-kei, who sent a message of congratulation.

[HAVAS SERVICE.]

FRENCH STOCK.

French stock now stands at 63.75.

SAFETY AT SEA.

The French Minister for Marine, replying to Deputy Outrey concerning the sinking of *Ville de la Citadelle*, declared that it was impossible for him to give any particulars about defence, but he emphasised the fact that all precautions were being taken in order to ensure safety at sea.

CALL TO THE COLOURS.

The French Senate has passed a Bill to incorporate the 1917 class under the colours.

CHINA'S PEERAGE GROWING.

From a reliable source we learn, says the *Peking Gazette*, that a number of the high officials of the Central Government will be raised to the peerage in a day or two. Messrs. Liang Shih-yi, Chu Chichien, Lu Cheng-shiang and Yang Shih-chi will most probably be created Dukes of the First Class; and Tsao Chuang-shan, Yang Tu, Sun Yu-yun, Tiao Yu-lin and Chang Chung-shiang, Marquesses of the First Class, and about fifteen others, counts, etc., etc.

CHIEF OF CHINA'S CENSORATE.

RESIGNS ON ACCOUNT OF MONARCHY.

Mr. Chuang Yun-kuan, the Chief of the Censorate, has tendered his resignation to the Government. It is stated that the Chief Censor has been through-out opposed to the monarchical movement. An impeachment against the Chou An-hui was lodged by the Chief Censor and some of his colleagues with the Government, but the efforts of the censors in checking the monarchical movement were ineffective. Since then Mr. Chuang has remained silent, witnessing the progress of the movement without uttering a single word against it. As the movement for an imperial restoration has been "crowned with success," Mr. Chuang now considers it time for him to relinquish his post and retire into private life. His request to leave to resign is couched in the Ta Huang Ti, and it is presumed that the Ta Huang Ti will accede to his wishes. Mr. Chou Er-shun, the Director of the Historiographic Bureau, is understood also to have sent in his papers of resignation. Mr. Chou has been on very cordial terms with the Ta Huang Ti and is regarded by the latter as one of his few old friends. The reason which prompts Mr. Chou to tender his resignation is not yet known. — *Peking Gazette*.

DYES FOR CANTON.

EXPORTED FROM HONGKONG.

Before Mr. Hazland at the Magistracy yesterday Messrs. Butterfield & Swire and Mr. Aitken of Holt's Wharf, were summoned for exporting four packages of dyes by the *Fukshan* to a destination other than the United Kingdom or British possessions, to wit, Canton, without obtaining a permit.

Mr. G. N. Orme (of the Crown Solicitor's Department) prosecuted.

A representative of Messrs. Butterfield and Swire pleaded not guilty, and Mr. Aitken pleaded guilty.

Mr. Orme said he had had two names put on the summons because he did not know who would accept responsibility. As Mr. Aitken accepted responsibility he would withdraw the case against Messrs. Butterfield and Swire. The facts were that on December 15th Mr. Hutchison (Superintendent of Imports and Exports) was rung up by telephone by Mr. Aitken, who asked whether a permit was necessary for the export of dyes and paper. Mr. Hutchison replied that he could not say definitely as to paper, but a permit was necessary for dyes, and that he would require full particulars before he would issue a permit. He refused to receive particulars over the telephone and told Mr. Aitken that he would have to put them on the application form. On December 18th an application was sent to the office, which was referred to Mr. Hutchison, who noticed that some of the marks corresponded with those of Reuter, Brockleman & Co., a German firm. The application was signed by Messrs. Butterfield and Swire, as agents for the Ocean Steamship Company. Mr. Hutchison then spoke to a clerk in the Ocean Steamship Company's office and told him that application had been made and that some of the marks looked like those of Reuter, Brockleman & Co. and that he could not allow shipment without further particulars. The application was then detained pending further particulars. On the following morning Mr. Hutchison had information that the goods had been shipped by the *Patsien* and no permit had been obtained.

His worship asked Mr. Aitken why the goods were shipped without a permit and he replied that he telephoned to Mr. Hutchison, who said paper would not require a permit but dyes would. On the following day he sent over an application for a permit by a coolie with a chit-book. The coolie came back with the book signed and told him the people said "maskee." He then had the stuff loaded on a lighter and heard nothing more as Messrs. Butterfield and Swire omitted to tell him anything until the following morning. He should have given instructions to hold back the dyes and ship the paper, but he omitted to do so. It was consigned to the Hongkong and Shanghai Banking Corporation, Canton.

Replying to his worship, Mr. Orme said there was no suggestion that the cargo was for any wrongful destination. It was Prize Court cargo and had these marks upon it, and that was what made Mr. Hutchison ask for full particulars. It was a very serious thing, as dyes were very particularly mentioned at a very early stage of the war among the articles which they were to be very particular about exporting. If the leading firms did not set a good example considerable difficulty would be experienced by the authorities in seeing that goods were properly checked before being sent off.

The defendant stated that the cargo had been released by Commander Beckwith and if it had been otherwise they might have been more particular. The fact that he was acting under the instructions of the Hongkong and Shanghai Bank rather put him off his guard.

A fine of \$50 was imposed.

It is hoped that all Hongkong Importers of toys, fancy goods, china, earthenware goods, glass-ware, and printing and stationery will specially instruct their buyers at home to attend the British Trade Fair to be held under the auspices of the Board of Trade from February 21st to March 3rd at the Victoria Albert Museum, London. It would no doubt greatly assist British manufactures if samples of specialties of foreign manufacture within the above limitations were sent to the Board of Trade, British Industries Fair, 39, Cheapside, E.C.

Forecasting the personnel of the first Chinese Imperial Cabinet, a veritable contemporary states that Mr. Chou Chuang-shiang, Minister of Finance, and Mr. Chang Yi-lin, Minister of Education, will not be included in it and that they will be replaced by Mr. Chou Tze-chi, the present Minister of Agriculture and Commerce, and Mr. Sun Yu-yun as Ministers of Finance and Education respectively. It is said that Mr. Yang Tu will be appointed to Mr. Chou Tze-chi's present office. Among others who are to remain in their present offices are Mr. Lu Cheng-shiang as Premier or Secretary of State and Minister for Foreign Affairs and Mr. Chu Chichien, Minister of Interior.

HAMBURG-AMERICA LINE AND THE GERMAN NAVY.

HOW CRUISERS WERE SUPPLIED.

It has been already reported by telegram how a number of H.A.L. officials at New York have been convicted of grave offences against the neutrality of the United States.

How the Hamburg-American line succeeded in reaching German warships in the Atlantic in August and September, 1914, with 3,000 tons of coal and large quantities of foodstuffs, by means of the American ship *Berwind*, was told in New York on November 24th by the captain of the vessel—Fritz Edwards-Falkenberg.

Captain Falkenberg was a Government witness in the trial of Dr. Karl Buerz, George Kotter, Adolph Hochmeister, and Joseph Poppinghaus, all officials of the Hamburg-America line, who were on trial on charges of conspiring to deceive and defraud the United States.

The *Berwind* sailed from New York at 9.30 p.m. on August 5th, ostensibly for Buenos Ayres, with Poppinghaus as supercargo and in charge. Taking up Falkenberg's story there, her movements were as follows:

First Poppinghaus ordered the captain of the *Berwind* to stay within the three mile limit after leaving Sandy Hook, to avoid British cruisers, but later instructed him to steer for Cape Roque. There he was told to steam back and forth, as he might meet German ships. For thirty-six hours the *Berwind* did steam back and forth over a sixty-mile course and finally at 6.30 a.m. August 28th, sighted a German fleet of five ships.

The ships were the *Cap Trafalgar*, the *Pontas*, the *Eleanor Woerner*, the *Santa Lucia* and the tiny German gunboat *Eber*. The *Cap Trafalgar* hoisted the signal "B.M." meaning "come nearer," after the *Berwind*, on Poppinghaus' order, had hoisted the same letters.

The weather was stormy, the wind high and the seas heavy, so the *Berwind*, unable to discharge her cargo, stayed sixteen days with the German fleet. When the elements moderated she discharged her provisions, forty tons of many kinds of foodstuffs, and much of her coal, to the *Cap Trafalgar* and the *Eleanor Woerner*.

THREE VESSELS LEAVE.

On September 10th, or thereabouts, three of the fleet sailed away, leaving only the *Pontas* and the *Cap Trafalgar*, to which the *Berwind* was still discharging her cargo. Before leaving, however, the *Eber* gave up her guns—two four-inch rifles and six one-pounders—to the *Cap Trafalgar*.

On the morning of September 14th, 1914, Captain Falkenberg testified, the *Trafalgar* and the *Pontas* were surprised by the British auxiliary cruiser *Curmanua* and another British ship which came on fast, intending to give battle. The Germans turned to flee and the *Berwind*, weighing anchor, trailed slowly behind, veering out of range.

"The *Curmanua* gained fast," Captain Falkenberg said. "The *Cap Trafalgar* steamed south about a mile and then turned right about and faced the *Curmanua*. They were about two and a half miles apart."

"The *Curmanua* fired the first shot and then another one before the *Cap Trafalgar* replied. They both then began firing fast. The *Pontas* kept on her way, leaving the *Cap Trafalgar* to fight alone. In half-an-hour both the *Curmanua* and the *Cap Trafalgar* were badly damaged by the fire and in two hours the *Cap Trafalgar* was sunk."

Poppinghaus was aboard the *Eleanor Woerner* at this time. The *Berwind* later rejoined the *Eleanor Woerner* and went to Rio Janeiro, got a cargo and returned home. She failed to reach Buenos Aires the port for which she cleared.

The U.S. Government asserted that the *Berwind* was the only one of the sixteen boats chartered by the defendants at a cost of \$2,000,000 to relieve German cruisers which succeeded in her errand. The others, it is believed, were all captured before they reached the Germans.

PRESENT OF \$500. Captain Falkenberg said George Kotter, superintendent of the Hamburg-America line, made him a present of \$500 in return for his services when the *Berwind* got back to New York.

Frederick P. Hasler, a steamship broker, testified that he chartered three Norwegian steamships, the *Thor Sommarstad* and *Unita*, to John H. Gans, now dead, for the Hamburg-America line. These three steamships were among the sixteen dispatched with coal and other supplies for German cruisers.

Hasler testified that the *Thor* was captured by the Allies and sold and that the Hamburg-America line afterwards paid him her full value.

Robert T. Hasler, brother of the preceding witness, testified that a supercargo, Mr. Weiller, was placed aboard the *Thor* and cleared the vessel. In cross-examination it was brought out that the Hasler brothers were born in England and are both British subjects at the present time.

William Rand, Jr., counsel for the defence, at this point offered a concession in the form of a typewritten statement, showing that the Hamburg-America line paid \$1,419,394 for chartering, coaling and supplying twelve steamships for the relief of German cruisers. The concession was accepted by the Government.

These vessels were the *Thor*, *Berwind*, *Lorenzo*, *Hain*, *Nepos*, *Navinckle*, *Unita*, *Sommerstad*, *Frans*, *Graciosa*, *Macedonia*, and *Nauarra*. The amounts conceded to have been spent by the defendants were: For coal, \$185,743; provisions, \$102,149; supplies, \$34,242; charter, \$1,113,580; against which was a credit of \$21,050 for supplies placed on the *Sommerstad* and *Frans*, which did not sail as planned.

ANOTHER POINT ADMITTED.

Adolph Hochmeister, purchasing agent of the Hamburg-America line, bought the \$300,000 worth of supplies in large measure, Rand conceded. The most expensive boats were the *Lorenzo* and the *Hain*, whose cost was \$430,182 and \$283,142 respectively.

Included in the \$430,182 chartered against the *Lorenzo*, apparently, was the \$350,000 repaid her owners as full value of the vessel, after she had been sold under prize court orders.

Norman Hamilton, Collector of the port of Newport News, Va., testified that he had issued clearance papers to the *Thor* and that there was no mention of other supplies than coal in her manifest. The U.S. Government asserted that she carried foodstuffs and other supplies. Hamilton testified also that he cleared the steamship *Maria Quezada*, a Norwegian vessel, which the Government charges was chartered by the defendants for Valparaiso, December 15th, 1915. A man named Atkinson, Hamilton testified, took a special oath as shipper of the coal aboard the vessel and Brown Willis testified that he was the shipper of the provisions.

CAPTAIN BOY-ED'S CONNECTION WITH THE CASE.

Evidence given by witnesses for the prosecution included the statement that Capt. K. Boy-Ed, German Naval Attaché, personally directed the expenditure of approximately \$750,000 which, unsolicited and unexpected, had been deposited to the witnesses' credit in a New York banking house early in September, 1914.

Of this money, Gustave Kulenkampf, a German importer and exporter, testified \$250,000 was telegraphed to the Nevada National Bank at San Francisco in one lump sum; \$313,000 was paid, in several amounts, to the North German Lloyd Steamship line here; about \$75,000 to the Hamburg-America line in New York, and by cable Money Order in Hamburg, and some of the remainder was still on hand. All of these disbursements, the witness asserted, were made by order of Captain Boy-Ed.

Kulenkampf's story was that he had been summoned by telephone to the Hamburg-America line offices in New York on the afternoon of August 5th, 1914, and there had met Dr. Buerz, John H. Gans, dead, Kotter and Hochmeister. They told him that they wanted him to clear two American steamships, the *Lorenzo* and the *Berwind*, loaded with coal, with all possible speed—that afternoon. It then lacked only half-an-hour of closing time at the custom house and Kulenkampf hesitated to do as they asked, because he was not accustomed to clearing ships.

"They told me," he said, "that they did not want the Hamburg-America line to appear in the transaction."

After a parley of several minutes, during which Kulenkampf told them he had a brother in business in Buenos Aires, he decided that he would accommodate them and swear to the clearance manifests, giving his name as shipper and his brother in Buenos Aires as the consignee. Accordingly he went to the custom house and did so and the vessels sailed without delay, the *Berwind* that evening and the *Lorenzo* the next day.

Captain Boy-Ed's alleged connection with the relief plan for German warships was told by Kulenkampf. After he got the *Berwind* and *Lorenzo* off his hands, the witness testified, he went back to his business, and for nearly a month thereafter heard nothing more.

Then a bank messenger bearing advice that a large sum of money was deposited to his account at Speyer & Co.'s, called on him. Other messengers came soon afterwards, and by September 6th he had \$750,000 on deposit at Speyer & Co.'s, none of which was owing to him, and all of which was entirely unexpected.

"What was the next development?" asked Prosecutor Roger Wood.

BOY-ED CALLED UP.

"A man called on me on the telephone," Kulenkampf replied, "and said he was Captain Boy-Ed and that the money was to be spent as he said. I told him to present proof that such was the case and not long afterwards a representative of the Deutsche Bank of Berlin called on me, told me the man was Captain Boy-Ed and that the money was to be spent as he said."

"Did you spend it as Captain Boy-Ed told you?" Mr. Wood asked.

"I did. The first disbursement was \$350,000. I was told to telegraph it to the Nevada National Bank at San Francisco and I did so."

Kulenkampf then told in detail of the other disbursements, all of which he said had been ordered by Captain Boy-Ed. "It was stated by the Prosecuting Counsel that the Government would make no great effort to bring before the jury what was done with the \$250,000 that was brought to San Francisco. It would attempt to show, however, he asserted, that the \$213,000 paid by Kulenkampf to Boy-Ed's orders to the North German Lloyd also went to San Francisco and was there expended in chartering and supplying steamships for the relief of German cruisers in the Pacific."

GOVERNMENT AND "THE GLOBE."

LIBERAL PRESS ON SIGNIFICANCE OF EPISODE.

The *Manchester Guardian* says:—"We are as little inclined as any number of Parliament to defend the manners or the methods of *The Globe*, but we are very doubtful whether the suspension of a newspaper by executive act without appeal to the courts is not a violation of the spirit, if not of the letter, of even the drastic Defence of the Realm Regulations, while we are certain that it has created a very grave precedent. The experiment having been made, and so far as the House of Commons is concerned so successfully made, with *The Globe*, what is there to prevent it being repeated against other newspapers until the freedom of the press ceases to exist?"

"It must be noted that the precise grounds for the action taken against *The Globe* have not been stated, and in the speeches made in the House of Lords there have been formulated doctrines so vague and so threatening as to promise the extinction of all criticism. Mr. Asquith's statement does not carry us much farther. It is necessary to know the exact charges made against the suspended newspaper, what distinctions the Government make from that of certain other newspapers, and what is the policy the Government contemplates towards freedom of expression. Up till now we have had only the extreme of vagueness on the part of the Government in a region where the most rigorous precision of definition is vital to the preservation of an essential bulwark of liberty."

RHEUMATISM, LUMBAGO & SCIATICA.

Rheumatism, Lumbago and Sciatica are three of the most common and most painful complaints and practically arise from the same cause and the names only distinguish the location of the disease. If the arms and legs are affected it is called Rheumatism; if in the Loins, Lumbago; and in the hip, Sciatica. The attacks are generally brought on by chills when the body is overheated, or by exposure to damp or cold draughts, which act, not upon the bones or muscles but upon the Uric Acid in the Blood, which is the cause of the disease. The failure of the Liver and Kidneys to filter and absorb this Acid leads to an accumulation in the system, tends to clog the circulation, and harden the tissues forming the blood vessels. Thus every movement of the affected parts causes you intense agony. The pains are affected more or less by cold or heat. A damp day will double you up, or the warmth of the bed will intensify the pain. Rheumatism is generally regarded as one of the most difficult ailments to cure, and invariably medicines are tried simply with the hope of temporary relief. Dr. MORSE'S INDIAN ROOT PILLS have been wonderfully successful not merely affording a cessation of the pain, but by driving the poison out of the blood and restoring the joints to their original suppleness. They get at the cause as no other remedy does. They get at the foundation of the complaint which is the blood and a trial will abundantly prove the wonderful efficacy of this remedy.

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ENLISTING MEN IN AMERICA.

INTERESTING CASE.

POSSIBLE DIPLOMATIC NEGOTIATION.

Ralph K. Blair and Dr. Thomas Addis were found guilty at San Francisco on October 27th, of conspiring to hire men in the United States for British military service. The cases against Lieut. Kenneth Croft of the British army and Harry G. Lane were not considered. The Government wanted them for witnesses.

Clive E. Lawrence and the Blair-Murdoch Company were found not guilty. The verdict was returned under instructions from Judge Maurice T. Dooling in the United States District Court. Stipulations had been filed by prosecution and defence that an instructed verdict should be given. The defendants will appeal.

The stipulations admitted funds for recruiting men were furnished by A. Carnegie Ross, British Consul in San Francisco, that 155 men were recruited; that headquarters were maintained where the men were housed and fed; that transportation and \$9.10 each for sustenance on their journeys were furnished the men, and that the men were to be transported to England. The plea of the defence was that the men were sent without any agreement as to fighting.

The penalty is imprisonment for not more than two years, or a fine of not more than \$10,000 or both.

The neutrality cases came into prominence when nineteen men bound for England were stopped in Chicago and New York and taken back to San Francisco.

It was stated that men who applied at the British Consulate for enlistment in the British Army were referred to Blair, a British subject, Blair's office at the Blair-Murdoch Company, in which he is associated with Supervisor Charles A. Murdoch, was fitted up as an examining room. Dr. Addis, also a British subject, examined the recruits and those found fit were sent to England.

Sir Cecil Spring-Rice, the British Ambassador, expressed surprise at the convictions of Blair and Addis.

Embassy officials conferred with the Department of Justice, and it is understood that at the Embassy's instance the convictions will be appealed against. If the result is then unchanged the matter will be taken up diplomatically between Great Britain and the United States. The United States may repeal the law, as it might operate to that country's disadvantage in a war.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:

ADDRESS	FROM
Goodman	Yokohama
Hanphreys	Amoy
Sensaki	Tokyo

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

ADDRESS	FROM
A. Abraham & Co.	Calcutta
Barrill	Singapore
Coleby	New York
N. S. Chong	Penang
Hongkongkong, Hongkongkong	Bangkok
Kuehng	Singapore
Lo, 97, Leighton Hill Road	Singapore
Mann, Eastern Extension	Calcutta
M. H. M.	Calcutta
Singaporekong, Yee-chang & Co.	Shanghai
Twey, Standard Oil	Madras
W. L. Ong	Singapore
Yuen lung, Kiu yue ong	Singapore

CHURCH SERVICES.

St. John's Cathedral, Hongkong. 2nd Sunday after Christmas, 2nd January, 1916. Holy Communion (8.30 a.m.). Matins (11 a.m.). Responses, Psalms, Venite, Gloria, Psalm 22. 1st Lesson, Canticle in F. Jubilate, Canticle in G. Anthem, "O Saviour of the World." Gospel, Holy Communion (12 Noon). Hymn, 72. N. B.—Psalms: 10, verses 1, 6 and 9 in unison; Hymn 72, verses 1, 4 and 7 in unison. "Good-Save-the-King." Evensong (5.5 p.m.) Responses, Psalms, 25 and 71; Magnificat, Smart; Nunc Dimittis, Felton; Hymns 71, 268 and 27.

St. Peter's Church, West Point. Sunday, 2nd January—8 a.m., Holy Communion; 11 a.m., Morning Prayer and Service on Penitence, Rev. W. T. Featherston. 1st Lesson, Canticle in F. Jubilate, Canticle in G. Anthem, "O Saviour of the World." Gospel, Holy Communion (12 Noon). Hymn, 72. N. B.—Psalms: 10, verses 1, 6 and 9 in unison; Hymn 72, verses 1, 4 and 7 in unison. "Good-Save-the-King." Evensong (5.5 p.m.) Responses, Psalms, 25 and 71; Magnificat, Smart; Nunc Dimittis, Felton; Hymns 71, 268 and 27.

Union Church, Kennedy Road. Sunday, 2nd January—8 a.m., Holy Communion; 11 a.m., Morning Prayer and Service on Penitence, Rev. W. T. Featherston. 1st Lesson, Canticle in F. Jubilate, Canticle in G. Anthem, "O Saviour of the World." Gospel, Holy Communion (12 Noon). Hymn, 72. N. B.—Psalms: 10, verses 1, 6 and 9 in unison; Hymn 72, verses 1, 4 and 7 in unison. "Good-Save-the-King." Evensong (5.5 p.m.) Responses, Psalms, 25 and 71; Magnificat, Smart; Nunc Dimittis, Felton; Hymns 71, 268 and 27.

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RUSSIA'S NEW OUTLET TO THE SEA.

A "LABOUR OF TITANS."

[BY N. BRANCHANIKOW.]

After the Central Asian trunk-line, the creation of which was General Annenkov, after the great Siberian road, Russia at the present time is proceeding with the construction of a railway to the inhospitable shores of the Arctic Ocean. But this idea is not new. As much as 16 to 20 years ago there existed several projects for the junction by rail of the far north of European Russia with the central system of the Imperial Railways, and if today this idea is at length being realised, it must be recognized that the most imperative causes demanded it.

Take the map of the north of European Russia and you will see almost in the very middle only a black strip timidly making its way from the centre to the shores of the White Sea. It is the narrow-gauge (Vologda-Archangel) Railway built in 1897-1898. Somewhat to the right-hand side of it stands out from the Ural Railway system yet another line resting almost upon the very point of the bend of the Northern Dvina at the hamlet Kotlas. This is the Perm-Kotlas Railway designed to convey freight from the Urals to Archangel.

Such are the two routes, if we do not reckon the river Sulkhops and the Northern Dvina, navigable months of the year, which up to now have united the northern region of Russia with the centre of the Empire and serve as channels of culture and well-being. But apparently they have hitherto conscientiously fulfilled the task imposed upon them, since had there not been the present war, the question of a new route to the north and concern for the greater freight-carrying capacity of the already existing routes would not have been so swiftly decided in an affirmative sense. But the war has completely changed the customary physiology of the Russian North.

Archangel has again been transformed, after many decades, into a "window of Europe," and inasmuch as this window is not sufficiently wide, and what is more is frozen more than half the year, the old project of constructing a railway to the Far North has come to the fore. Gravitation towards the open sea! With this noble endeavour Russia is periodically possessed; she was aware of it long before Peter the Great. In a passionate outburst, she dashed now in one direction, now in another; she sought this outlet in the east, south, and north.

There, very far, amid the swamps and virgin forests, on the other side of the Polar Circle, immersed for six months of the year in absolute darkness, lies a small gulf. It is called Katherina Harbour. It is almost on the frontiers of Norway. But the waters of this bay never freeze; such is the beneficent influence of the Gulf Stream.

It is thither on this small point, formed by Katherina Harbour that the gaze of Russian engineers was bent when it was required to find a northern outlet to the open sea. They had heard about this outlet long before, since 16 years ago Russia already appreciated the worth and far back in 1899, some of the north of the small town of Kola, a fairly large settlement of "Pomors," as the local fishermen and hunters are called, nearer to the Arctic Ocean was founded the new commercial town Alexandrovsk. But in several years interest in this region cooled, and the idea of uniting it by rail with the remaining part of the Empire was abandoned and Alexandrovsk, having no chance to develop, declined and soon became an even less important point than the neighbouring Kola, a factory of fishermen and fur hunters. In 1910 Alexandrovsk numbered 384 inhabitants. To-day the wheel of fortune has turned in another direction.

Petrozavodsk, on Lake Onega, the capital of the province of Koloma, has been marked out as the objective of the new railway from the south to the north, and thither from the direction of Petrograd is now advancing a new railway (the Olonez Railway); the construction of which will be completed by the end of the year. From Petrozavodsk the rails are being laid direct northward, at first to the northern terminus of Lake Onega, then between two big lakes. It reaches the shores of the White Sea at Soroka Bay, and, swerving a little to the northwest, reaches the most important administrative and industrial centre of the district, the town of Kem, in the midst of Onega Bay, or, as it is there called, "Lip" (Guba). Here ends the first section of the new railway. The second is being laid between an entire archipelago of small lakes, amid swamps, marshes, and virgin fir forests, to Kandalaksha, a big settlement of fishermen situated between the sea and the extensive Lake Imandra, along both banks of the swiftly flowing Niva.

From Kandalaksha the new route has to intersect the spacious Kola Peninsula, the northern shore of which, called the Murman coast, is washed by the cold waters of the Arctic Ocean. This is the third section, and because the new railway must touch the Murman coast at the small town of Kola it is called the Murman Railway.

The town of Kola is for the time being the terminal point of the new railway. The ice-free character of Katherina Harbour, in the depths of which it is situated, and the ample depth at this spot of both the bay itself, and the mouth of the Kola River, affords an opportunity of converting this remote point into a spacious "emporium" whither will hereafter be dispatched the bulk of freight intended for Central Russia and which the Archangel Railway is not able to carry with sufficient rapidity.

DESCRIPTION OF THE COUNTRY. At the beginning of this summer business took me to the far north of European Russia, and I took advantage of this opportunity to visit several of the localities through which the Murman Railway will pass and also the settled points which it will serve. This is a very distinctive region in its geological formation and wild beauty. It is entirely desert, with the exception of the occasional strip and two or three pastoral tracks. European fir forests are slightly reflected in the cold placid depths of large blue lakes, and it seems as though you were

WAR NEWS.

THE WILDS OF ENGLAND.

In the soldier's mind the advantages of a home hospital are of a mingled kind. He likes the country-house hospital because it does him well, but he is a little uneasy sometimes because of the unaccustomed ministrants he finds there. One of the wounded Australians found another objection. It had been suggested that he and some of his comrades should be moved down to the hospital at — Towers, one of the stately homes of England. There was a rather awkward pause. Then one wounded Australian spoke up for his fellow. "Well, sir," said he to the O.C., "I don't want to go into the Bush. I've lived in the Bush all my life. London for me."

THE EXECUTION OF MISS CAVELL.

A GERMAN VERSION.

Mr. Frederick Schwed, a New York broker, tells a new and circumstantial story of the execution of Miss Cavell, which he obtained in conversation with high military and diplomatic officials in Germany. According to Mr. Schwed, the execution of Miss Cavell is regarded as a blunder, and is regretted, because it is perceived that it will exercise an unfavourable "psychological" influence on the German cause. Speaking of the execution Mr. Schwed says:—

There were 30 soldiers assigned to do the killing, 20 with rifles loaded with blank cartridges. This, the men were told, was in order to lessen the individual responsibility. When the guards went to Miss Cavell's cell on the morning of her execution they found her very weak and in an almost helpless condition. They led her into the courtyard, where she was to sit upon a chair, but before she reached the chair, she fainted and fell upon the paving.

When they saw Miss Cavell fall to the ground, unconscious, the common soldiers surrounded the officers and begged to be allowed to shoot the woman instantly if they must shoot her at all. The officers wished to allow her to revive, so that she might be placed in the chair and executed in a regular manner, but the men said "No," it was beyond human endurance.

The officers were obliged to capitulate and to tell the men that they might fire while Miss Cavell was senseless on the ground. The routine was carried through hurriedly and the soldiers got their orders: "Ready," "Aim," "Fire." There was a great volley, but when Miss Cavell's body was examined it had been penetrated by only a single bullet from 10 rifles. This bullet had gone through the head; all the other shots had missed.

Mr. Schwed predicts that von Bissing will be allowed soon to drop quietly out of sight as a punishment for this "psychological blunder."

Looking at a picture of the earth as it was before the advent of man. Boundless space and boundless quiet. In other places, instead of forest stretch emerald-coloured valleys, which entrance with their dense covering and expanse. But they are deceptive and so far no human being has ventured to enter them; for they are bottomless, abortive swamps. Between the swamps and forests stretch sandy ridges and bare and these granite cliffs and rocks of colossal dimensions, among which their mighty roots deeply imbedded in them, grow gigantic pines, the contemporaries of the first geological changes.

Soon after my arrival I put to the constructors of the railway the question: "When do you expect to finish the work?" but I soon saw that it was superfluous or at any rate premature. There were endless difficulties—difficulties of a purely external character—which neither human knowledge nor energy could subdue. Thus when they began to lay the rails in several sections the men abandoned work because they were literally eaten alive by mosquitoes, and especially midges (mosquitos). These midges infested the region in clouds, and interfered with work day and night. In another part of the selected route a firm road-bed could not be found earlier than the end of June; everything was flooded with water in several sections of 200 yards (250 miles) more than half the road had to be built on piles; cofferdams had to be lowered and filled with earth. Water would ooze away somewhere, per meate the perpetually vibrating and porous ground, and several days afterwards would come to the surface in an entirely different place, and everything would have to be done over again. But no less difficulty was offered by the granite cliffs and rocks encountered on the way among which grew gigantic trees.

Thus surrounding difficulties of this kind, engineers and labourers, up to their knees in water, or floundering in sand in the liquid mud of the swamps, stumbling over rocks, stones, and the huge roots and trunks of dead giant trees, are slowly laying from both directions, north and south, this long thousand-verst road, which will at last give Russia an outlet to the open sea.

But far from all the obstacles have yet been overcome. Not to mention the constant trouble of feeding, clothing, and arming whom are not a few prisoners of war, of having immediately available all indispensable material and staff in a country where it is impossible to find anything; whether the smallest trifles must be brought hundreds of versts, where survey and mosquitoes flourish, where a pound of fresh potatoes costs 40 kopes (10d.) to all this must be added the still closer prospect of a Polar winter, when for days on end absolute darkness will reign and fires will have to be lighted and buildings illuminated with acetylene lamps.

And when everything is finished, when on the shores of the Arctic Ocean, the first locomotive whistle, perhaps in five months, perhaps in a year, Russia will have the right to say that she has once more accomplished a labour of Titans and will be able fully to value the iron will, old knowledge, and indefatigable energy of the chief constructor of the Murman Railway, Engineer V. Goriachikov, and his co-workers, great and small.

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